1-10. (CANCELED)

11. (NEW) A power train for a mobile vehicle comprising

an internal combustion engine (1) which drives a reduction gear (4) via a hydrodynamic torque converter (3), there being situated between said internal combustion engine (1) and said hydrodynamic torque converter (3);

a primary clutch (2) with at least one power take off (6) which communicates with said internal combustion engine (1) and drives at least one consumer (7),

wherein said torque converter (3) is designed so that said internal combustion engine (1), when said consumer (7) is under full load and not activated and the vehicle is stationary, a so-called stall point is operated close to its maximum torque.

12. (NEW) The power train according to claim 11, wherein when said consumer (7) is activated, said primary clutch (2) is actuated in an opening direction until said internal combustion engine (1) under full load does not drop below its maximum torque.

13. (NEW) The power train according to claim 11, wherein when said consumer (7) is activated, said primary clutch (2) is actuated in opening direction until said internal combustion engine (1) assumes rotational speed.

14. (NEW) The power train according to claim 11, wherein said internal combustion engine (1) has a smooth torque build-up.

15. (NEW) The power train according to claim 11, wherein said torque converter has a great torque absorption.

16. (NEW) The power train according to claim 11, wherein when said consumer (7) is activated and said service brake is actuated, said primary clutch (2) is actuated entirely in an opening direction.

17. (NEW) A method for actuating the primary clutch (2) in a power train of a mobile vehicle having at least one internal combustion engine (1) which drives the reduction gear (4) via the hydrodynamic torque converter (3), there being situated between said internal combustion engine (1) and said hydrodynamic converter (3), the primary clutch (2) with a power take off (6) communicates with said at least one internal combustion engine (1) and drives a consumer (7), the method comprising the steps of:

designing said hydrodynamic converter (3) so that when said internal combustion engine (1) is a under full load, not activated by consumer (7) and in a stationary vehicle, a so-called stall point, is operated close to a maximum torque;

actuating said primary clutch (2)in an opening direction, when said consumer (7) is actuated, until said internal combustion engine (1) does not drop below a maximum necessary torque.

18. (NEW) A method for actuating a primary clutch (2) in a power train for a mobile vehicle having at least one internal combustion engine (1) which drives a reduction gear (4) via a hydrodynamic converter (3), said primary clutch (2) being located between said at least one internal combustion engine (1) and said hydrodynamic converter (3) having a power take off (6) which communicates with said at least one internal combustion engine (1) and drives at least one consumer (7),

designing said hydrodynamic converter (3) so that when said internal combustion engine (1) is a under full load, not activated by consumer (7) and in a stationary vehicle, a so-called stall point, is operated close to a maximum torque;

actuating said primary clutch (2) when said consumer (7) is actuated in the opening direction, until said power take off (6) assumes a defined rotational speed,.

19. (NEW) The power train according to claim 11, wherein said primary clutch (2) is actuated when a service brake is actuated in the opening direction.

20. (NEW) The power train according to claim 12, wherein in case of a slipping primary clutch (2), a great reduction is engaged in the reduction gear (4).